

CLASSIFICATION SECRET CONTROL/US OFFICIALS ONLY

COUNTRY Germany (Soviet Zone)REPORT NO. [REDACTED] Jul 69TOPIC Schoenwalde Airfield

25X1X

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto

REMARKS

Document No. 7No Change in Class. ☐☐ ReclassifiedClass. Changed for TS S (S)

Date: 08 AUG 1978

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1. Night flying was practiced at the Schoenwalde (N 53/Z 66) airfield between 7:30 p.m. and midnight on 6 February 1951. The type of aircraft could not be identified. On 8 February, there was flying with twin-engine aircraft between 6:30 and 9:30 a.m., and with single-engine planes between 2 and 5 p.m. From 8:30 a.m. to 2 p.m. on 10 February, there was intensive flying with single-engine aircraft. Two tank trucks were seen moving toward the aircraft to refuel them.
- 25X1B
2. Major Rapkin, (fnu), [REDACTED] who was promoted to lieutenant colonel in January 1951, and wore different epaulets. (1) No more personnel transfers were observed at the field up to 20 February.
3. Soviet officers were overheard saying that Berlin will probably become a second Korea and that a future war will probably be waged in Germany, which might account for their intensive training.

4. The airfield was observed between 1 and 3 p.m. on 20 and 21 February. Flights were made at the field on 21 February. The sky was overcast and there was a strong wind from the west. Eight twin-engine aircraft and three single-engine planes took off from the field, and eleven twin-engine aircraft and two single-engine planes landed there. The interior of the hangars and the dispersal areas could not be seen. The twin-engine aircraft, apparently low-wing/monoplanes, had in-line engines and double rudder assemblies. (2)

25X1B

5.

6. The spur track was rusty and apparently seldom used. Some of the eight or ten large three-story barracks buildings were occupied by Soviet Army troops. (3) There were garages for about 40 motor vehicles. The radio installation with four masts about 8 meters high located west

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of the field, had a small wooden cabin about 2 meters square in the middle. Antennas led from the mastheads to an antenna rod about 3 meters high on the roof of the cabin. (4)

7. Between 2 and 4:45 p.m. on 26 February, the aircraft stationed at the ~~airfield~~ could not be seen because of poor visibility. Several biplanes made local flights. No markings were seen on these aircraft. Only a few soldiers were observed in the quarters' area of the field. An empty freight train consisting of about six flatcars and six boxcars moved to the leading ramp of the spur track at 1:45 p.m. [redacted]

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8. The radio truck and trailer previously seen northwest of the field were removed. The radio installation with four masts was still west of the field. (4)

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[redacted] Comments.

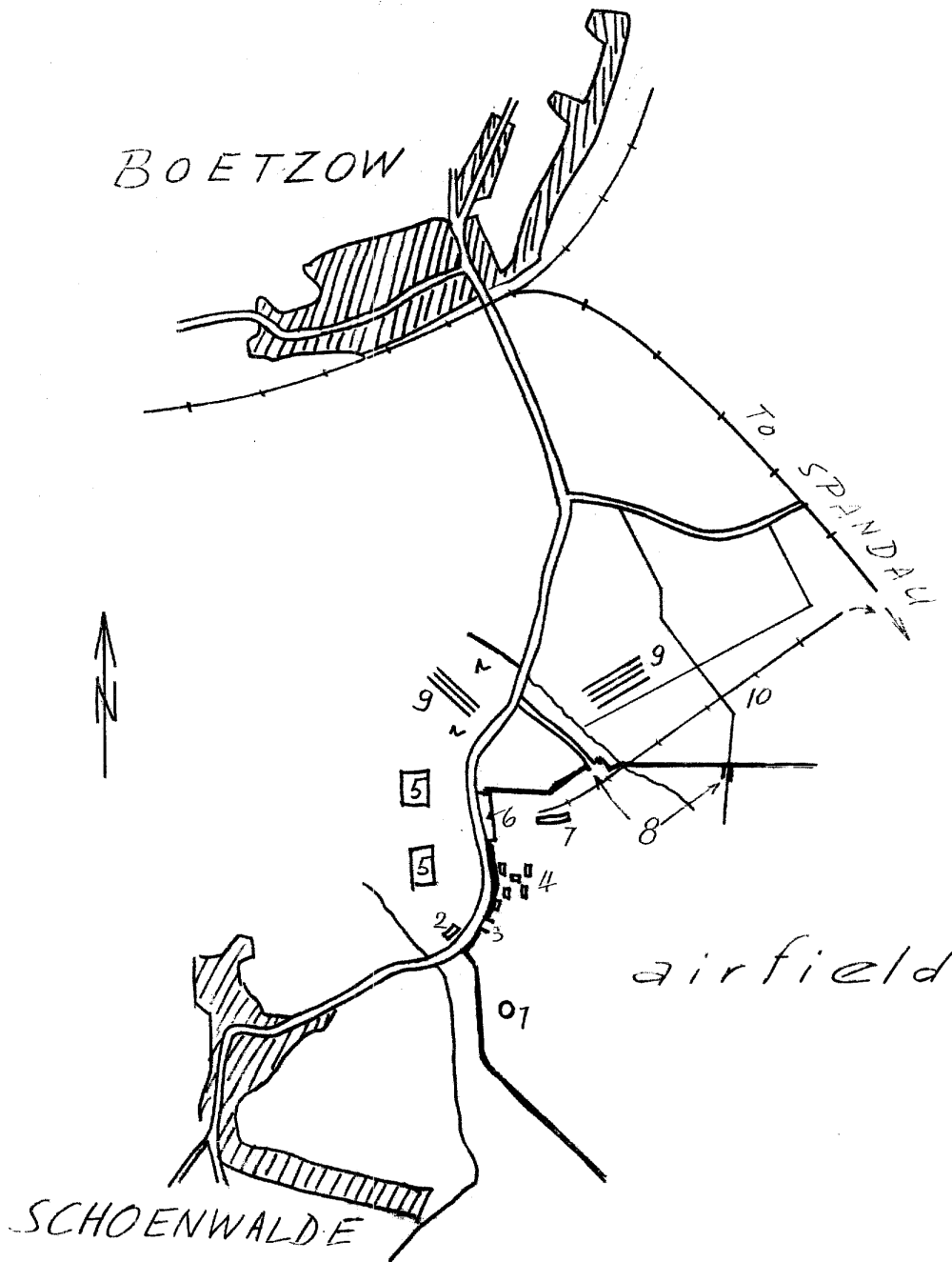
- (1) Major Rabkin was previously reported [redacted]
(2) Confirms the previous occupation by single-engine and twin-engine aircraft. One ground attack regiment and one air reconnaissance regiment are believed to be stationed in Schoenwalde. The single-engine aircraft are IL-10s, and the twin-engine planes PE-2s and TU-2s.
(3) [redacted] army units were stationed at the field.
(4) For location of radio installation, see Annex. The installation is an Adcock DF. The information that the wires led from the masts to the rod on top of the wooden hut is believed improbable, since the rod is used for sensing. It was observed previously that the wires lead into the cabin.

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1 Annex: 1 - one sketch on ditto.

Schoenwalde Airfield



Legend:

- 1 - Radio installation
- 2 - Officers' billets
- 3 - Main entrance
- 4 - Residential blocks
- 5 - ~~Radio installation~~ Fuel dump
- 6 - Officers' billets
- 7 - Loading ramp
- 8 - Side entrance
- 9 - Firing ranges
- 10 - Spur track

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